

<b>Item No.</b> 14.	<b>Classification:</b> Open	<b>Date:</b> 2 April 2014	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Borough, Bankside and Walworth Community Council	
<b>From:</b>		Head of Public Realm	

## RECOMMENDATION

1. That the following local parking amendment, detailed in the appendix to this report, is approved for implementation subject to the outcome of any necessary statutory procedures:
  - Sutherland Square / Fielding Street - Remove existing solo motorcycle bay from Sutherland Square and install double yellow lines, relocate bay to Fielding Street.

## BACKGROUND INFORMATION

2. Part 3H of the Southwark constitution delegates decision making for non-strategic traffic management matters to the community council.
3. Paragraph 16 of Part 3H of the Southwark constitution sets out that the community council will take decisions on the following local non-strategic matters:
  - the introduction of single traffic signs
  - the introduction of short lengths of waiting and loading restrictions
  - the introduction of road markings
  - the setting of consultation boundaries for consultation on traffic schemes
  - the introduction of destination disabled parking bays
  - statutory objections to origin disabled parking bays
4. This report gives recommendations for a local parking amendment, involving traffic signs and road markings.
5. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### **Sutherland Square / Fielding Street - 1314Q4008**

6. The parking design team was contacted by the chair of Sutherland Square Residents Association who raised concern about the noise and anti-social behavior by riders using the solo motorcycle bay outside No.30 Sutherland Square.

7. Sutherland Square is part of South Walworth (J) controlled parking zone (CPZ) and was the subject of a substantial highway “Home Zone” project in the past ten years.
8. The issue of noise and anti-social behavior, including riding mopeds on the footway, has been highlighted by the chair who advises that this behavior takes place in the evenings and late at night which is particularly disturbing to the residents of adjacent properties. The motorcycle bay appears to be used almost entirely by a business who use motorcycles as their delivery fleet.
9. Steps have been taken to address the root of the problem through the council’s licensing team but, to date, this has not been effective and (as a bay on the public highway) it may be used by any person so long as they park the correct class of vehicle (ie a motorcycle).
10. The geometry of the road would prevent a car being parked at this location so a permit bay is not being recommended to replace the motorcycle bay. Instead it is recommended that the bay be replaced by double yellow lines. This would help meet the chair’s ambition that the space is used for another purpose in the future eg. cycle parking or street greening (outside the scope of this project).
11. The chair suggested that the solo motorcycle bay could be relocated to Fielding Street. An officer has assessed Fielding Street to ascertain if the road network could support the relocated solo motorcycle bay. A 5m stretch of single yellow line outside Pelier Park is proposed to accommodate the relocated motorcycle bay, this would result in no loss of parking spaces and is not immediately adjacent to any residential frontages.
12. In view of the above it is recommended that, as shown in Appendix 1, that the existing solo motorcycle bay is removed and double yellow lines are installed outside No.30 Sutherland Square and that a new motorcycle bay is installed in Fielding Street outside Pelier Park.

### **Policy implications**

13. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
  - Policy 1.1 – pursue overall traffic reduction
  - Policy 4.2 – create places that people can enjoy.
  - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### **Community impact statement**

14. The policies within the transport plan are upheld within this report have been subject to an equality impact assessment.
15. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
16. The introduction of yellow lines at junctions gives benefit to all road users

through the improvement of inter-visibility and therefore road safety.

17. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
18. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
19. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
  - Providing improved access for key services such as emergency and refuge vehicles.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

### **Resource implications**

20. All costs arising from implementing the recommendations will be fully contained within the existing public realm budgets.

### **Legal implications**

21. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
22. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
23. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
24. Should any objections be received they must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
25. By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
26. These powers must be exercised so far as practicable having regard to the following matters
  - a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy

- d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers
- e) any other matters appearing to the council to be relevant.

**Consultation**

- 27. No informal (public) consultation has been carried out.
- 28. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
- 29. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
- 30. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.
- 31. The notice and any associated documents and plans will also be made available for inspection on the council’s website or by appointment at its Tooley Street office.
- 32. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
- 33. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark constitution.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Transport Plan 2011	Southwark Council Environment and Leisure Public Realm projects Parking design 160 Tooley Street London SE1 2QH  Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker 020 7525 2021

**APPENDICES**

No.	Title
Appendix 1	Sutherland Square – relocate existing solos motorcycle bay and install at any time waiting restriction (double yellow lines)

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	21 March 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	21 March 2014	